

के माननीय प्रधान मंत्री हैं, सिर्फ 33 करोड़ रुपया दिया गया। एक साल के अंदर 51 करोड़ से 18 करोड़ घटाया गया। उड़ीसा के साथ कैसा भेदभाव होता है। महोदय, मेरा आपके माध्यम से माननीय मंत्री जी से यह प्रश्न है कि जो रांची-विजयवाडा के प्रस्तावित राष्ट्रीय राजमार्ग की अब क्या स्थिति है और क्या अब वह होगा या नहीं होगा या वह केवल धौलिटिकल स्टंट है? माननीय बालू जी, कृपा करके सदन को बताएं।

SHRI T.R. BAALU: As far as this Government is concerned, actually the Member has put a question pertaining to C.R.F. There is no dearth of funds. The particular State Government has to spend the money; they have to send the Utilisation Certificate. Then only we will send the money. But, at the same time, even though this is not relevant to this question, I want to tell my friend that there is no dearth of funds, but they have to send the Utilisation Certificates.

श्री रुद्रनारायण पाणी: यह तो उड़ीसा से संबंधित प्रश्न है।

SHRI SHANTARAM LAXMAN NAIK: Sir, various projects for four-laning are going on very well in the country under the leadership of the Prime Minister. People are happy; people in this country are happy. Whatever Mr. Pany may be saying is out of his frustration. Now, my question is...

श्री सभापति: अब उनको शांत किया, उनका आप नाम क्यों ले रहे हैं। ... (व्यवधान)...

SHRI SHANTARAM LAXMAN NAIK: Sir, the four-laning project is going on very well. May I know from him if various State governments are undertaking two-lane projects for district roads? In this connection, they have also prepared various schemes. Are you going to give any financial assistance to the State Government for two-laning of district roads?

SHRI T.R. BAALU: Sir, as such, there is no plan to finance a two-lane district road. Our domain is to take care of the National Highways, which is 59000 kms.

WRITTEN ANSWERS TO STARRED QUESTIONS

Mumbai Port Trust

*402. **SHRI RAJKUMAR DHOOT:** Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the State Government of Maharashtra have sought direction to Mumbai Port Trust to work jointly with the former for

preparation of land development plan of eastern part of Mumbai city's Port Trust land;

- (b) if so, the details thereof; and
- (c) the action taken in the matter?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) and (b) Government of Maharashtra has urged Department of Shipping to advise Mumbai Port Trust to jointly work with that Government to work out a land development plan that would not only be beneficial for the Port but will also indirectly benefit the city of Mumbai.

(c) Department of Shipping has apprised the State Government of the position relating to availability of land with Mumbai Port Trust and its usage. State Government has been informed that out of total Port land admeasuring 752.72 hectares, about 401.42 hectares is used for the Port related activities; 190.50 hectares is under Port operational area; 94.11 hectares used for infrastructure (Roads); 110.81 hectares used for Ports Staff Quarters, Hospitals, Offices, etc. Another 296.66 hectares is occupied by Government organisations and private parties. The balance 54.64 hectares include 28.39 hectares of vacant land at Titwala which is not along the eastern coastal part of Mumbai city; 14.31 hectares of land is affected by reservations, 6.77 hectares is occupied by slums and hutments and 5.17 hectares consist of 95 small isolated plots and the existing occupants are governed and protected by the Supreme Court judgment upto 2012.

Mumbai Port Trust has planned several projects under the National Maritime Development Programme (NMDP). These projects require various backup and supporting facilities like warehouses, container freight stations etc. for which there will be additional requirement of land. These future requirements of the Port need to be taken into account in any land use plan of Mumbai Port Trust. .

SHRI RAJKUMAR DHOOT: Sir, I would like to know from the hon. Minister is there any area of conflict between the Mumbai Port Trust and the State

Government of Maharashtra. If so, what steps have been taken to resolve this issue?

SHRI T.R. BAALU: Sir, there is no such conflict between the Mumbai Port Trust and the State Government of Maharashtra. And, there is no such conflict in any of the States.

SHRI RAJKUMAR DHOOT: Sir, my second supplementary is this. Is any officer been designated to monitor the progress of the Port Trust plan and coordinate with the State Government?

SHRI T.R. BAALU: Sir, the Chairman, Port Trust, and other officers are there to take care of the development. In the report, there is no specific mention about it.

SHRI MANOHAR JOSH: Sir, this is a very important question from the point of view of the city of Mumbai. I would like to put a specific question to the hon. Minister. What is the policy with regard to removing of slum dwellers or giving them alternative accommodations, who are in existence on such plots of the Port Trust for the last several years? Is the policy of the Port Trust, that is, the Government of India and the policy of the Government of Maharashtra same?

SHRI T.R. BAALU: Sir, there is no specific policy with regard to vacation of the slum dwellers. The State Government, the Central Government and the Port Trust authorities will have to put together heads and see that this social problem is sorted out.

Financial Assistance for Sports Infrastructure to Sikkim

*403. SHRI O.T. LEPCHA: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether any financial assistance is being granted to the State of Sikkim for sports infrastructure development; and

(b) if so, the details thereof during the last three years alongwith the incentives being given to sportspersons like Bhai Chung Bhutia, India's Football captain?